

CLAIMS

1. A procedure for driving stability regulation of a vehicle wherein as a function of a driving condition:

a rear wheel camber angle of the wheels of the rear axle is actively adjusted;

at the front axle a front anti-sway moment and at the rear axle a rear anti-sway moment are exerted; whereby a sway moment distribution feeding back the ratio of the rear anti-sway moment to the front anti-sway moment is adjusted as a function of the rear wheel camber angle of the wheels of the rear axle.

2. A procedure according to claim 1, characterized by the fact that the ratio of the rear anti-sway moment to the front anti-sway moment is increased when the rear wheel camber angle of the wheels of the rear axle is reduced.

3. A procedure according to claim 1 or 2, characterized in that only the rear wheel camber angle of the wheels of the rear axle is actively adjusted and a front wheel camber angle of the wheels of the front axle is passively adjusted.

4. A procedure according to any of the foregoing claims, characterized that first of all a regulation of the driving stability according to the rear wheel camber angle is done and the sway moment distribution is adapted to the adjusted rear wheel camber angle.